

ACCIDENT CLASSIFICATION

UNIT 31 E.F.T.S. De Winton	COM. 4	PLACE 6 miles N of Blackie 4 miles SE of Tladys ridge	DATE 1-9-43	TIME 1230				
	A/C TYPE CORNELLII	NO. 15026	CRASH CAT. "A"	H.Q. FILE 1700-15026-1				
PERSONNEL		RANK	NUMBER	DUTY	INJURIES	SIGNAL		
Dodds, I.H.C.		Sgt	1556172	FI	Killed	No.	DATE	
Eloxham, A.F.		Lac	1601530	PP	Killed	A.262	1-9	
						D 14 (REVISED)		
						No.	CHECKED	
						1	<input checked="" type="checkbox"/>	
						#1		
ENGINE	ENGINE NUMBER (S)		HOURS FLOWN BY PILOTS					
Ranger	531/37014		Totally		ON TYPE		TOTAL	
			INST.	NIGHT	SOLO	DUAL	SOLO	DUAL
			49	66	360	-	576	130
			5	1	21	22	21	35

ACCIDENT CLASSIFICATION

TYPE OF A/C
TYPE OF UNIT
CATEGORY
COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE OFF
FLIGHT
STAT'RY
FATAL
INJ.
3RD
INJURY

RAF

PURPOSE OF FLIGHT:

Dual instructions.

NATURE OF ACCIDENT:

Executed steep turns at low altitude with full flaps. A/C stalled and spun unable to recover.

TECHNICAL OFFICER'S REPORT:

Nil

1 LOC / 110-1100

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 125-2000

CONCLUSIONS OF A.I.B.

This accident was due to an error in judgment on the part of the pilot in allowing the a/c to stall, while carrying out a steep turn with flaps, at such an altitude as to have insufficient height to recover.

NOTE: It was found possible to lock the rudder pedals of some cornell a/c which at some previous date had their rudder pedal linkage adjusted to prevent locking. It is considered this is due to wear on the brake shoes and loss of hydraulic fluid from the braking system which if permitted to occur will allow the linkage to assume its original position.

CLASSIFICATION:

~~18. Loss of control.~~
19. Out of control.

19

SECONDARY OR CONTRIBUTORY FACTORS:

22. Stalling.

ACTION TAKEN:

Nil